

AMONG THE BOAT CLUBS

At a meeting of the members and board of governors of the Capital Yacht Club, last Thursday night, it was decided to hold the annual oyster roast at River View, about the latter part of September. Secretary George T. Dalton said that an elaborate programme is being arranged, and some special features will add to the enjoyment of the day. It is expected that nearly twenty-five members, in their respective boats, will take part in the roast, and make it one of the most successful events held in a long time. The exact date will be selected next week.

Secretary George T. Dalton, of the Capital Yacht Club, was among the many members who went to Gunston, Va., yesterday afternoon. Mr. Dalton and a party of friends made the trip in his C. B. Nancy yawl. Dauntless, they will return late to-night.

The members of the Washington Canoe Club closed their season with a big regatta yesterday afternoon. Keen competition marked the various races, and Commodore William A. Rogers deserves much credit for the splendid arrangements. The clubhouse was tastefully decorated with Chinese lanterns, and following the regatta the boys were entertained at a party by the girls of the club, after which the prizes were awarded to the winners. A dance in the ballroom concluded the evening's entertainment.

The following members were present at the party: Mr. and Mrs. Tom H. Yeager, Mr. and Mrs. T. P. Heap, Mr. and Mrs. H. P. Huntington, Mr. and Mrs. W. A. Rogers, Mr. and Mrs. Jack Barber, Mr. and Mrs. Tom Johnson, Miss K. A. Newell, Thurston, Anne, Ed. H. Schmidt, Miss Joy Marston, D. O. Floyd, Frank Summy, Oliver P. M. Brown, Miss Florence A. Brown, Paul V. Mitchell, E. B. Finch, and Miss "Sis" de Velling.

Frank T. Rawlings, of the Capital Yacht Club, left for a week's trip to Colonial Beach last Wednesday afternoon in his 5-foot power launch, May Belle. Mr. Rawlings was formerly vice commodore of the club.

Ralph L. Galt, a prominent member of the Capital Yacht Club, and some friends from New York City went to Alexandria, Va., last Wednesday afternoon in his 5-foot power launch, May Belle. They returned the same evening. It was interesting to note that the launch is one of the prettiest and most fully equipped yachts on the river.

The 5-foot C. B. Nancy yawl, Grace K. owned by H. Clyde Cruik, of the Capital Yacht Club, has been repaired and overhauled and is now in better condition than when it was put into commission the first part of the season. Mr. Cruik's yawl is one of the most popular boats in the club. Yesterday Mr. Cruik and a party of friends went to Craney Island, Va. They will return late to-night.

George W. Warren, of the Corinthian Yacht Club, returned from a two days' trip to Mathias Point, Va., last Monday afternoon in his power launch, Felicity.

A. C. Bender, of the Corinthian Yacht Club, who went to Oceanquan, Va., last Monday afternoon in his hunting cabin cruiser, Mary P., returned Wednesday afternoon. Mr. Bender was accompanied by Fred Adams, of the same club, in his power launch, Mrs. Kidd.

C. M. McGee, of the Eastern Power Boat Club, in his power launch, Maybell, and Charles Barnard, in his power launch, Helen B., toward the launch belonging to the same club to Matthews Creek, Md., last Sunday afternoon.

A. C. Bender, of the Corinthian Yacht Club, left for Gunston, Va., yesterday afternoon in his power launch, Mary P. He was accompanied by a party of friends. They will return late to-night.

Walter Bates, of the Corinthian Yacht Club, will start on a hunting trip to the lower river next Tuesday afternoon in his 4-foot 6-inch dory, Alice. Mr. Bates will be gone about a week. He will be accompanied by friends of the Corinthian Club.

While fishing in Chapawamsick Creek, Va., Labor Day, John D. Hill, of the Corinthian Yacht Club, and his wife, in his power launch, Edith H., caught six-ty-eight bass. Mr. Hill said that "every day has its day, and that one was certainly mine. As soon as I dropped my line I could feel a bite. I never had such good luck before."

Bob Stoumen, whose untiring efforts enabled the junior eight-oared crew of the Potomac Boat Club to win one of the races in the Middle States regatta held recently in Baltimore, went last week to New York State early last week to remain about three weeks.

Capt. Frank Smith, of the Potomac Boat Club, said recently that prospects are unusually bright for the intermediate eight-oared crew next year, and from present indications the members will surprise their followers when the various regattas are held. Three new members have joined their intention of going out for the crew. They are Earl Coulter, Henry Cochran, and John Evans. From all reports this trio will undoubtedly make good and, with a number of other candidates that will put in their appearance before the summer, the Potomac will certainly enjoy another successful season on the water.

Frank Conger, of the Capital Yacht Club, and a party of friends went to Indian Head in his 5-foot power launch, Jay-Ray-Jay, last Tuesday afternoon. They returned the same night.

The members of the Corinthian Yacht Club will hold their fifth annual oyster roast at River View October 15, and

judging from the elaborate plans it will undoubtedly be one of the most successful as well as enjoyable affairs held under the auspices of the club in years. Commodore Charles Rogers said that nearly every member of the club will take part. At 9 o'clock in the morning the boats will form a procession and go down the river as a parade that will undoubtedly be over a mile in length.

R. Clyde Cruik, of the Capital Yacht Club, and crew, including William B. Laub, Jr., and E. B. Shepherd, returned from a two days' trip to Marshall Hall last Sunday night in Mr. Cruik's C. B. Nancy Grace K.

Commodore L. M. F. Hewins, of the Capital Yacht Club, took a trip to Marshall Hall last Sunday afternoon in his 5-foot C. B. Nancy. He was accompanied by a party of friends.

Last Sunday evening Walter H. Bouls, of the Capital Yacht Club, returned from Marshall Hall and Glymont, Md., in his hunting cabin cruiser, Alice.

Judge John C. Aukam, of the Capital Yacht Club, and George T. Dalton, secretary of the same club, returned last Sunday night from Oceanquan, Va., in the former's power launch, Sahwa.

Henry A. Seymour, of the Capital Yacht Club, and also a member of the New York Yacht Club, returned the first part of last week from an extensive cruise to New England waters in his 50-foot auxiliary yawl, Seabelle. Mr. Seymour was accompanied by his family.

Every year about this time the cry goes up from yacht designers, builders, and boat owners to place your orders early for any boat that you may contemplate building for next season. While the theme may be somewhat hackneyed,

Fraternal Notes and Gossip

Washington Camp No. 4, Patriotic Order Sons of America, initiated a number of candidates at a largely attended meeting Thursday night. District President Washington P. Evans and National Representative W. E. Shipman were present and made interesting addresses. Maj. Homer J. Locking read an original poem in "Old Glory," which was published in the official organ of the order, the Camp News. President B. B. Smith welcomed the guests, and Past President John F. May, the local orator of the order, delivered the address of the evening.

The advisory board of the Patriotic Order of Sons of America will hold its monthly convention at Camp 4, at Odd Fellows Hall Monday night, when National Representative W. E. Shipman will have additional reasons for endorsing to bring the next national session to Washington.

The ladies' camp of the Patriotic Order of Americans will hold a large class initiation at their hall, Third and Pennsylvania avenue southeast, Thursday night under the auspices of the district camp. The national president, accompanied by the executive board, will be present, as will be large delegations from the different States. A committee is arranging to entertain one of the largest gatherings in the history of the order in the District.

Past Chancellor E. W. Morcock, of DeCATO Lodge, Knights of Pythias, gave an interesting address at the meeting of his lodge last Monday night. Mr. Morcock was a delegate from Columbia Union, No. 101, to the convention of the L. T. U. recently held in San Francisco.

Myrtle Lodge, No. 25, Knights of Pythias, conferred the esquire rank upon two candidates at its last meeting. A good attendance of visitors witnessed the degree work.

Grand Vice-Chancellor G. W. Haley, Knights of Pythias, was a visitor to Germania Lodge, No. 15, K. of P., at its meeting Tuesday night. Mr. Haley acted as installing officer.

Mrs. William F. Gude entertained the Matrons and Patrons 1908, Order of the Eastern Star, at her home, 300 New Hampshire avenue, Thursday night. The affair was a surprise to Mr. Gude, who was grand patron of the order in 1908. In the guessing contest prizes were won by Mrs. Charles E. Molster, Mrs. Louis J. Smith, Wallace Streeter, and Charles E. Molster. The programme included a solo by Charles F. Roberts, readings by Mrs. Molster, Mrs. Streeter, and Mrs. Loffer.

Among the guests were Miss Ethel Baker, Frank R. Underwood, Mrs. Louis J. Smith, and Mrs. Frank L. Cuthbert. Mr. and Mrs. Fred S. Cawson, Miss Harriet B. Crump, Mr. and Mrs. Frank Kidd, Mrs. Theodore Fuller, Mrs. Alfred Selinger, Mr. and Mrs. John Crawford, Mr. and Mrs. Charles M. W. Drennan, Mr. C. C. Galloway, Mrs. George Morgan, Mr. and Mrs. Charles F. Roberts, Mr. and Mrs. Wallace Streeter, and Mrs. Catherine Loffer.

Golden Rule Lodge, No. 21, L. O. O. F., at its meeting Tuesday night appointed the following past grand as assistant degree directors: Fred A. Norway, W. W. Louk, S. H. Gwynne, and J. W. Clamette. Noble Grand W. T. Ledbetter, and Past Grand Lewis S. Kann, Vice Grand Joseph Hornstein, and W. B. Berlin, conductor, were appointed a committee on delinquent and nonattending members.

William Max, past grand of Rainbow Lodge, No. 49, Brooklyn, N. Y., and Andrew Day, past grand of Metropolitan Lodge, No. 16, of this jurisdiction, delivered addresses upon the history and work of Odd Fellowship. Past Grand J. C. R. Minto, who has recently returned from an extended visit to Atlantic City,

the result of not doing this is so apparent that the advice should be heeded. Not only can an owner make better terms at this season of the year when yacht yards have little or no work on hand, but the work will be done in a better manner, will not be rushed, and the owner stands a chance of getting his boat in plenty of time for the season's use without seeing half the summer go by with his boat still under the builder's shed.

Not only this, but the naval architect can have more time on the plans and give more attention to the job, and any changes that may be deemed wise may be made without jeopardizing delivery. If you don't believe it ask any man who has built a boat and placed an order with the designer after the first of the year. If you are going to build, make up your mind at once and get busy on the job. It is just as easy to do it now as six months from now.

William E. Stockett, of the Corinthian Yacht Club, returned the first part of last week from a month's cruise to Coast River in his 4-foot power launch, Who-ee. He was accompanied by a party of members of the club. The fishing club, Mr. Stockett's boat is the flagship of the Columbia Club.

Vice Commodore Harrington Barker, of the Corinthian Yacht Club, returned last Sunday evening after an enjoyable week's cruise around the lower river in his 35-foot power launch, Spunky. He was accompanied by a party of friends.

A number of members of the Corinthian Yacht Club left yesterday afternoon for Gunston, Va. Among them were Secretary W. R. Adams, in his 4-foot power launch, Virginia; C. W. Plackett, in his power launch, Ruby; and Commodore Clarence Ingling, in his 35-foot power launch, Vika.

Secretary Frank Medbery, of the Inter-Club Canoe Association, and also a member of the Screamers Island Canoe Club, returned last week from Seneca, where he enjoyed camping with a party of friends for two weeks.

give an interesting account of his experiences and observations while at that resort. Appropriate talks were given by Past Grand C. E. Bartlett, Joseph H. H. H. Gwynne, P. A. Norway, and J. H. Crew.

Ether-Beckah Lodge, No. 5, I. O. O. F., is holding an active work for the winter. Applications for membership are being acted upon at every meeting, and a big growth in this direction during the next few months is expected. Among those who were present at the meeting last Monday night, and who have recently returned from their summer vacations, were August Kruse, who has been recovering from a stroke of lightning suffered more than a month ago; J. K. Priest, Mrs. Myrtle Lohbeck, Mrs. Charlotte Lyons, Mrs. Sadie Fletcher, Mrs. Laura Lemmon, Mr. and Mrs. Morris H. Kiefer, Mrs. Sarah Albert, Miss Lottie Albert, Mrs. Cordia Hammer, Mrs. Mollie Playmale, Mrs. Lily Shipman, Mrs. Virginia Faulkner, Mr. and Mrs. Leader Saks, Mrs. Eliza Schuler, Dr. R. C. Nicodemus, Mrs. Lucia Rug, Mr. and Mrs. E. R. Laughlin, Miss Grace Schneider, Mrs. Sue Carey, J. A. Quisenberry, and Mrs. Marie Smith, also Mr. and Mrs. C. G. Grumley, of Naam's Rebekah Lodge, No. 1.

A committee of this lodge, composed of Mrs. Ida Brimer, Miss Rachel Johnson, and Mrs. C. G. Grumley, is planning to take an active part in the fair which Amity Lodge, No. 27, is to give in its new home during the early winter. Mr. K. Averill, one of those who were instrumental in the Rebekah degree, gave some interesting reminiscences of the civil war, and exhibited rare relics.

An enjoyable surprise party was tendered Charles A. Sidman, of 2513 Thirtieth street, last evening by members of William B. Cushing Camp, No. 20, Sons of Veterans, of which Mr. Sidman is an active member. The occasion was in the nature of a farewell to Mr. Sidman, who is about to leave the city and enter upon new duties in Louisiana.

The members of the camp met in a body and took the host completely by surprise. During the evening Mr. Sidman was presented by Commander Robb with a set of resolutions expressing the good will and fellowship of the members. Past Commander-in-Chief E. R. Campbell also presented Mr. Sidman with a commission as special aid on the staff of Commander-in-Chief McGuire, and notified him of the fact that he had been delegated to attend the reunion of the Blue and the Gray at Memphis in the representative of the commander-in-chief. Appropriate remarks were made in response by Mr. Sidman. A bountiful repast was served in the dining-room, which was decorated with numerous palms and ferns, tastefully arranged. Vocal selections were rendered by E. A. Lange and helped to make the affair an enjoyable one.

Those present were Mrs. Charles A. Sidman, Miss Betty Sidman, Mrs. Mary L. Bellmont, Mrs. G. R. Scott, Mrs. M. W. Drennan and Messrs. Charles A. Sidman, E. R. Campbell, E. A. Lange, W. M. Moore, G. R. Scott, W. C. Robinson, Silas E. Robb, G. E. Beckman, A. R. Goodrich, William F. Wolfe, C. C. Jones, H. W. Rutledge, C. C. Howard, William R. W. R. Campbell, Mr. M. Sidman, Drennan, and Dr. A. J. Hall. The committee in charge of the surprise consisted of E. R. Campbell, Silas E. Robb, and G. R. Scott.

Ether-Beckah Lodge, No. 20, celebrated the sixtieth anniversary of Rebekahism in Odd Fellows Hall, Hyattsville, Friday evening, nearly 100 members and especially invited guests being present. Prior to the musical and literary program, to which the lodge was invited, the lodge held a business session with Noble Grand M. M. Steinhilber in the chair. Mrs. Maggie Roberts, secretary of Ether Lodge, welcomed the guests on behalf of the lodge. Miss Mabel Goodenough rendered a piano solo; Mrs. H. P. McDowell sang; the Rev. H. L. Bevan made an address, Miss Edith Tillman recited, and Mr. Fizzel gave a whistling solo. At the conclusion of the entertainment, the guests were ushered into the dining-room, where a delightful supper was served. Rebekah Lodge was instituted about two years ago, and now has a membership of 100. The lodge officers are M. M. Steinhilber, noble grand; Eugene Parlett, vice grand; Maggie Roberts, secretary; Percival Parlett, financial secretary; Mamie Tice, treasurer; Catherine Tice, wardens; Maud Tillman, conductor; George T. Curtis, outside guardian; Nellie Wilhoit, right supporter to noble grand; Sadie Edlavit, left supporter to the noble grand; Bernice Snyder, right supporter to vice grand; Flossie Haynes, left supporter to vice grand; Lullie Staller, chaplain, and Amy Stelfox, past noble grand.

Lillian Russell's beauty talk will be found on page 8 of Magazine Section.

AN AIRLESS TIRE IS BADLY NEEDED

Must Be Resilient as Well as Puncture-proof.

TIMELY TIPS TO AUTOISTS

Careless Driving Damages Both Car and Shoes—When a Tire Has Been Cut It Should Be Washed with Gasoline and the Hole Filled Up with Cement.

One of the stock remarks heard in every automobile showroom is, "a fortune awaits the man who can find a reliable substitute for the pneumatic tire—a tire that will give the same resiliency as air and at the same time be puncture-proof."

Ever since automobiles came into use, experiments have been conducted with substitutes for pneumatic tires. Airless tires of different descriptions have been invented by different "genuises," as well as spring wheels of various kinds. But the leading manufacturers still cling to the pneumatic tire. Solid tires are used on some vehicles—electric, for instance—and it has been found that they perform as good service as those inflated with air. One reason for this lies in the fact that an electric is rarely driven off the paved city streets.

The tire question is one which every automobile owner has to face, but the majority of owners do not give it sufficient consideration. They fail to realize that picking the road has as much to do with the life of a tire as has anything else. There are drivers who take the middle of the highway and keep it, no matter whether the side track be in a cool place. In building tires, the manufacturers do not apply any heat until the entire fabric has been built up and the tire is ready for vulcanizing. The heat not only rots the rubber, but likewise separates the fabric from it. Drivers are often careless about starting on a cold day with a cold tire, and they burn the rubber off the shoe. A large percentage of the tires on automobiles are not kept properly inflated. The driver who most frequently complains of a blowout is the one who keeps the air in his tires at the pressure the manufacturer suggests, will reply in the negative. Usually, he has no knowledge of the amount of air his tires should carry. When a tire is perfectly inflated the walls bend back and forth, eventually breaking them down. Hitting a tire with a jack handle or hammer is no way to judge whether it is good. The proper amount of air, a tire gauge should be used to show the actual amount of pressure carried. This lack of sufficient air causes rimming, as it allows a certain amount of play between the rubber and the iron rim of the wheel.

Store in Cool Place.

The tires on a car that has been driven fifty miles an hour or more, for a few miles, are so hot that they cannot be touched. This heat is created by the friction between the rapidly moving wheel and the road surface. An admission of all tire companies is to keep tires in a cool place. In building tires, the manufacturers do not apply any heat until the entire fabric has been built up and the tire is ready for vulcanizing. The heat not only rots the rubber, but likewise separates the fabric from it. Drivers are often careless about starting on a cold day with a cold tire, and they burn the rubber off the shoe. A large percentage of the tires on automobiles are not kept properly inflated. The driver who most frequently complains of a blowout is the one who keeps the air in his tires at the pressure the manufacturer suggests, will reply in the negative. Usually, he has no knowledge of the amount of air his tires should carry. When a tire is perfectly inflated the walls bend back and forth, eventually breaking them down. Hitting a tire with a jack handle or hammer is no way to judge whether it is good. The proper amount of air, a tire gauge should be used to show the actual amount of pressure carried. This lack of sufficient air causes rimming, as it allows a certain amount of play between the rubber and the iron rim of the wheel.

Overloading an Abuse.

Overloading tires is another abuse to which they are subjected. Cars are designed to carry a certain number of pounds, and tires are built to take care of this weight. Owners, however, do not stop to consider these facts when they overload their cars. It is the adapter at the tire agency who is to blame for this. He is to be blamed for not being able to tell a car owner how many miles the tire has gone, and the insistence of an owner on either a new tire or a very liberal adjustment. The adjusters are all experienced in the tire industry, and from constant handling of tires in all sizes, forms, and conditions, can, in nearly every instance, diagnose the trouble right away. Many times, however, it is not policy to contradict a car owner, and so the adjuster is very close to the tire industry. Instead, they must gradually draw out of him the real reason for the trouble. In other words, adjusters, as well as being experts on tires, must be diplomats.

When cars are to be stored for a long time the machines should be jacked up and part of the air let out of the tires. A still better precaution is to remove the tires entirely and hang them in some cool, dark and dry place. Drivers should be careful in driving their cars. Careless driving does more harm than is thought of. Always start the car gently, with your mind on what you are doing. Take corners at moderate speed, and avoid, when possible, coming to a stop suddenly. Taking curves at high speed strains the tires. In approaching a curb, care should be exercised that the sides of the tires do not come in contact with it.

When a tire has been cut, it should be washed with gasoline and the hole filled with cement. At the first opportunity the cut should be fixed to prevent abrasions and what are commonly known as "saw" blisters, which are caused by dirt working down between the rubber and the fabric. Every car when it leaves the factory tracks perfectly. The wheels should be examined frequently to see that they remain in line and round.

Examine Wheels Frequently.

It is also wise to change the tires from the front to the back wheels now and then. The back tires, being compelled to carry the greater portion of the load as well as to furnish the traction for driving the car, naturally wear out quicker. The minute they show signs of wear, it is well to change them to the front wheels, where the strain is less.

The companies guarantee their tires for 2,500 miles, under ordinary conditions and with proper regard to the care of the tires. Adjustments are made on the heels. Road conditions have much to do with the service that tires afford, but in making their calculations the manufacturers have taken the roads into consideration, and they point to many owners who have obtained nearly double this amount of mileage from a set of tires. Punctures, of course, are something that cannot be foretold, for one is liable to pick up a nail or piece of glass almost anywhere on the road.

Now Has Agency in Washington.

The Commercial Auto and Supply Company has delivered 1912 E-M-F foredoor touring cars, fully equipped, to Maj. J. T. Myers and A. P. Clark, Jr., and a demitonneau of the same make fully equipped to W. G. Harvey, Jr.

Many representatives within striking distance of the factory are driving their demonstrating cars home instead of having them shipped, thereby saving two or three days. The latest to do this was the Chicago branch of the Thomas Motor Car Company, who covered the 571 miles between the two cities in twenty-four hours. By freight it would have taken him four days to receive his car.

John H. Earle, of the firm of Earle & Allen, representatives of the Hupp-Yeats, leaves this morning for Philadelphia, to be gone two or three days.

The United Motor Washington Company has sold a Columbia roadster to J. Thole, a Model Q Maxwell to E. R. Marsden, and a Maxwell Messenger to C. A. Moore.

Montgomery Blair has returned from a 3,000-mile trip in his Packard "30" touring car, from as far north as Portland, Me.

Reports on the condition of the road in the vicinity of Elkhart, Md., on the Philadelphia and Baltimore pike, show that it is in bad shape. In addition to being heavy, because of the recent rains, a force of men are engaged in laying telephone conduits along this stretch, and it requires skillful driving to get through.

M. T. Pollock, who has been on a visit to the Oldsmobile factory at Lansing, Mich., is expected to return to the city to-morrow.

The Ford representative in Nashville, Tenn., recently drove a Model T up the sixty-five steps of the State Capitol. At the time he had a prospect out, who asked him, as they were passing the capital building, if the car could climb the steps. Without a word the representative headed for them, and, upon reaching the top, drove inside, turned around, and came down. Latest report is that the demonstration clinched the sale.

Under the recent order of Mayor Gaynor freeing bridges over the East River of toll gates, New York will annually lose about \$25,000.

The Weacott Motor Car Company, of Richmond, Ind., has ceased to market its product through the Henderson Sales Company, of Indianapolis, and will in the future handle its own sales department. H. E. Shiland, formerly sales manager of the Buick, will be at the head of it.

Within a period of ten minutes last Saturday the Packard Motor Car Company disbursed in wages \$253,344, covering the labor account for one-half month at its factory in Detroit. The pay roll for August amounts to \$254,497, the largest sum ever paid out in wages for a single month by any automobile factory in the world.

There are now 7,355 employees in the Packard shops. Shortly before the closing hour, on pay day, twenty division paymasters, each accompanied by two armed guards, scatter through the plant and take their positions at as many different stations. The men form in lines and approach these stations as they leave the shops. The man at the head of the line hands in his pay check to a representative of the time office, who calls off the number out from the man from the accounting department passes out the envelope, and they are ready for the next transaction. It takes about a second for each man, and in a remarkably short space of time the line melts away.

The highway commissioners of seven Eastern States, who have at their command appropriations exceeding \$100,000,000 for good roads, will start out to-morrow morning from Albany, N. Y., on a three-day inspection tour of the roads through New York, Massachusetts, and Connecticut. They will be accompanied by officials from the United States office of public roads. One of the main objects of this inspection tour is to try to settle upon a plan for building uniform trunk highways connecting the various States.

S. A. Luttrell leaves to-morrow morning in his Packard phaeton for Atlantic City, where he will participate in the shooting tournament next week.

J. H. McDonald, Washington manager for the Locomobile Company, is in the South on a two weeks' trip.

J. P. Stephenson and a party of friends left this morning in a Chalmers for Leonardtown, Md. They expect to spend a couple of days fishing along the Lower Potomac.

As the International Association of Fire Engineers will hold its annual meeting in Milwaukee, Wis., the latter part of this month. Considerable attention is being directed to the problem of motor fire truck equipment, which will be one of the important topics discussed by the assembled chiefs.

In a recent letter to the Goodyear Tire and Rubber Company, John T. Hertz, chief of the fire department of Akron, Ohio, touches on the service given by the motor fire truck which has been in use in his department over two years. "We have in engine house No. 8 a triple combination Webb fire apparatus, which weighs, without men, 7,500 pounds."

is well to change them to the front wheels, where the strain is less. The companies guarantee their tires for 2,500 miles, under ordinary conditions and with proper regard to the care of the tires. Adjustments are made on the heels. Road conditions have much to do with the service that tires afford, but in making their calculations the manufacturers have taken the roads into consideration, and they point to many owners who have obtained nearly double this amount of mileage from a set of tires. Punctures, of course, are something that cannot be foretold, for one is liable to pick up a nail or piece of glass almost anywhere on the road.



The Commercial Auto and Supply Company has delivered 1912 E-M-F foredoor touring cars, fully equipped, to Maj. J. T. Myers and A. P. Clark, Jr., and a demitonneau of the same make fully equipped to W. G. Harvey, Jr.

Many representatives within striking distance of the factory are driving their demonstrating cars home instead of having them shipped, thereby saving two or three days. The latest to do this was the Chicago branch of the Thomas Motor Car Company, who covered the 571 miles between the two cities in twenty-four hours. By freight it would have taken him four days to receive his car.

John H. Earle, of the firm of Earle & Allen, representatives of the Hupp-Yeats, leaves this morning for Philadelphia, to be gone two or three days.

The United Motor Washington Company has sold a Columbia roadster to J. Thole, a Model Q Maxwell to E. R. Marsden, and a Maxwell Messenger to C. A. Moore.

Montgomery Blair has returned from a 3,000-mile trip in his Packard "30" touring car, from as far north as Portland, Me.

Reports on the condition of the road in the vicinity of Elkhart, Md., on the Philadelphia and Baltimore pike, show that it is in bad shape. In addition to being heavy, because of the recent rains, a force of men are engaged in laying telephone conduits along this stretch, and it requires skillful driving to get through.

M. T. Pollock, who has been on a visit to the Oldsmobile factory at Lansing, Mich., is expected to return to the city to-morrow.

The Ford representative in Nashville, Tenn., recently drove a Model T up the sixty-five steps of the State Capitol. At the time he had a prospect out, who asked him, as they were passing the capital building, if the car could climb the steps. Without a word the representative headed for them, and, upon reaching the top, drove inside, turned around, and came down. Latest report is that the demonstration clinched the sale.

Under the recent order of Mayor Gaynor freeing bridges over the East River of toll gates, New York will annually lose about \$25,000.

The Weacott Motor Car Company, of Richmond, Ind., has ceased to market its product through the Henderson Sales Company, of Indianapolis, and will in the future handle its own sales department. H. E. Shiland, formerly sales manager of the Buick, will be at the head of it.

Within a period of ten minutes last Saturday the Packard Motor Car Company disbursed in wages \$253,344, covering the labor account for one-half month at its factory in Detroit. The pay roll for August amounts to \$254,497, the largest sum ever paid out in wages for a single month by any automobile factory in the world.

There are now 7,355 employees in the Packard shops. Shortly before the closing hour, on pay day, twenty division paymasters, each accompanied by two armed guards, scatter through the plant and take their positions at as many different stations. The men form in lines and approach these stations as they leave the shops. The man at the head of the line hands in his pay check to a representative of the time office, who calls off the number out from the man from the accounting department passes out the envelope, and they are ready for the next transaction. It takes about a second for each man, and in a remarkably short space of time the line melts away.

The highway commissioners of seven Eastern States, who have at their command appropriations exceeding \$100,000,000 for good roads, will start out to-morrow morning from Albany, N. Y., on a three-day inspection tour of the roads through New York, Massachusetts, and Connecticut. They will be accompanied by officials from the United States office of public roads. One of the main objects of this inspection tour is to try to settle upon a plan for building uniform trunk highways connecting the various States.

S. A. Luttrell leaves to-morrow morning in his Packard phaeton for Atlantic City, where he will participate in the shooting tournament next week.

J. H. McDonald, Washington manager for the Locomobile Company, is in the South on a two weeks' trip.

J. P. Stephenson and a party of friends left this morning in a Chalmers for Leonardtown, Md. They expect to spend a couple of days fishing along the Lower Potomac.

As the International Association of Fire Engineers will hold its annual meeting in Milwaukee, Wis., the latter part of this month. Considerable attention is being directed to the problem of motor fire truck equipment, which will be one of the important topics discussed by the assembled chiefs.

In a recent letter to the Goodyear Tire and Rubber Company, John T. Hertz, chief of the fire department of Akron, Ohio, touches on the service given by the motor fire truck which has been in use in his department over two years. "We have in engine house No. 8 a triple combination Webb fire apparatus, which weighs, without men, 7,500 pounds."



1912 E-M-F "30" —AND— FLANDERS "20" COMMERCIAL AUTO AND SUPPLY CO., 1213 N. Y. Ave. Phone M. 2174.

1912 Cole 30-40, \$1,800 THE WILSON CO., 1018 Conn. Ave. Phone M. 7791.

STEVENS \$2,850 T. LAMAR JACKSON TO DURYEA, \$4,000 Temporary Location Central Garage

The Famous APPERSON Jack Rabbit Cars—Detroit Electric—all Models. REGAL CARS EMERSON & ORME, Distributors, Phone M. 7695 1407 H St. N. W.

Washington Carter Motor Car Corp. Salesrooms: 1625 14th St. Phone N. 937.

BUICK FACTORY BRANCH 1028 Conn. Ave. Phone M. 3823.

HUDSON "33" (HOWARD COFFIN'S MASTERPIECE.) H. B. LEARY, Jr., 1317 14th Street N. W. Phone N. 949.

HEADQUARTERS FOR ROLLER SKATES. ALL THE BEST KINDS AT 75c TO \$4. BARBER & ROSS, 11th and G Sts.

MOON CARS MOTOR SALES CO. 811 17th Street Phone M. 7038

is the statement of Chief Hertz. "In July, 1909, this car was equipped with Goodyear tires, and a month later was carried on several occasions twelve to fourteen men. We have never had the least trouble with these tires, and in two years have never been delayed in reaching fires because of tire trouble."

A change has been made in the programme of the Savannah and Tidewater Trophy races, which are to be held at the time of the Grand Prix, in November. They have been removed from the stock car class and will be run as non-stock events. The change has been made at the request of the manufacturers, and it is believed that the entry list will be increased by 50 per cent.

Indications are that the coming season will have the greatest ever witnessed in the United States. Already the following exhibitions are scheduled

January 15-New York City, Grand Central Palace annual show, Automobile Manufacturers Association of America.

January 15-New York City, Madison Square Garden, twelfth annual show, Pleasure car division, Automobile Club of Trade.